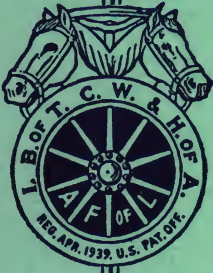


AUGUST, 1945

# The INTERNATIONAL TEAMSTER



## *Official Magazine*

INTERNATIONAL BROTHERHOOD  
TEAMSTERS . . . CHAUFFEURS  
WAREHOUSEMEN & HELPERS  
OF AMERICA

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# Pro-Germans Hate Russia

BY LESTER M. HUNT

**T**HE San Francisco conference of the United Nations was a greater success than we had any right to hope. World peace now rests on a solid foundation.

What we build on that foundation will determine whether peace will be just an interlude between wars, as it has been in the past, or whether it will become the pattern of world society.

The success of the San Francisco conference does not mean that peace will come automatically. It means only that peace is still possible.

World peace rests on the relations between the United States and Russia. Both of these military giants have emerged from isolationism through the bloody gateway of war. Both are uncertain of their new dominance in world affairs. They are a couple of Rip Van Winkles, still rubbing their eyes.

Naturally there will be disagreements between them, aggravated by differences in language, race, religion and economics. The economic differences are the greatest menace.

Powerful influences in the United States have become rich and fat on isolationism and the monopolistic economy it produces. These influences are fanatically fighting the growing friendship for Russia in the United States.

They fear that out of this friendship will come a tolerance for the Russian economic viewpoint which will mean an end to the cartel economy that made the isolationists rich.

So the monopolists of America are striving desperately to prejudice the United States against Russia.

They are going even to the extent of advocating war between Russia and the United States. To such lengths will rich men go to preserve their profits.

A war between the United States and Russia would probably last 25 years. And while the two nations were wearing each other out, Germany would probably perfect one of her secret weapons and wipe out both Russia and the United States with some fiendish death ray.

The only chance Germany has to rise again is through discord or conflict between the allies. Therefore it is not surprising to find the same people promoting distrust of Russia who told us that Germany was "a peace-loving nation."

These isolationists are not the pure but simple minded pacifists they would have us believe them to be.

They are against war—with Germany. But they are for war with any other nation that would prevent Germany from rising to new conquests. They are in peace what they were in war—traitors—not only to their country but to the people of the entire world.



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Official Magazine

INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLII

AUGUST, 1945

No. 9

## Tobin Warns G.O.P. and Democrats Says Congress Should Not Even Consider BBH Bill

BY DANIEL J. TOBIN

Office of Publication  
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THE new bill introduced in the United States Senate by Senators Ball, Burton and Hatch should certainly be a warning to the men and women of labor as to what is in the minds of our legislators, who believe that they are expressing, or endeavoring to put into law, the thoughts and ideas of the masses of the American people. This bill, if enacted—which it will not be, this time at least—would destroy all the progressive work and the humanitarian laws that have been enacted since March, 1933.

If the Republicans in the Senate and House favor this legislation they will destroy themselves for the next 25 years. If the Democrats outside the South, favor this legislation they will destroy themselves. They will be laying the ground work for a third party which may be based on extreme radicalism. That third party would not get anywhere for a while, but it might control, in a few years, sufficient votes to hold the balance of power between the two parties.

I have always been opposed to a third party in the years past, but after 38 years as an International labor official, I have reached the conclusion that something must be done by the men and women of America to show to the bosses in the state and nation—or the would-be bosses—that they are digging their own graves by even serious-



ly considering the Ball-Burton-Hatch Bill.

I have repeatedly said in the last 20 years that the unjust actions of the big monopolies in their attempt to crush the working men and women of America, brought about the passage of the Wagner Act and several other legislative acts that gave a semblance of freedom to the working people. The more employers go to the right in endeavoring to shackle labor, the more they will drive labor to the left.

History has proven this—the French Revolution, our own Revolution, the Bolshevik movement in Russia, which crushed oppressors. There is a handful of large industrialists in America who are just as stupid today as they were 40 years ago. They are blinded by their bitterness and bigotry, which many of them inherited, and they don't seem to change. Of course there is some improvement and some decent employers have seen the light. Men like Stettinius and a host of others. And they have had intelligence enough to know that if they want to preserve themselves, their class, and the American system of allowing honest capital to continue in our country, they must change from the old system of crush and crush and make more money, even at the expense of the blood of the workers.

Is there any man more forgotten today in our country than Andrew Carnegie, who crushed the steel workers for years, who died and left over one hundred million dollars, and who was repudiated even in the country which gave him birth, Scotland?

I want our American system to prevail.

That means decent, honest capital should be allowed to continue and should have a fair return on its investments. But the labor-hating politicians, backed by the money, indirectly in many cases, of labor-hating employers, are endeavoring and will eventually pull down our system of government. I am not afraid of the Communists taking over control unless the employers drive the masses of God-fearing workers into the ranks of the Communists.

Senator Hatch is a pretty decent fellow; usually he is right with labor; and why he should tie himself up with Ball and Burton, two employer-minded Republicans, is something that it is difficult to understand. Surely Senator Ball will not help the candidacy for the presidency of the man who helped to make him senator, Mr. Stassen. Surely the Democrats should know that it was the masses of the people, the workers, organized and unorganized, that returned them to office successfully for the past 14 years. Surely they know that if they sway or backtrack themselves into the old conservative, extremely labor-hating Democratic policy, they will be wiped out for another 12 or 15 years, as they were after the passing of Woodrow Wilson. If the Democratic Party, honeycombed by some reactionaries, cannot learn anything from experience, then they are committing suicide. One thing alone is certain and that is that labor in all its branches will unify in one solid mass against even serious consideration of the Ball-Burton-Hatch reactionary, destructive, hateful bill.

## Black Market in Children Exposed

A writer in the *St. Louis Post-Dispatch*—a newspaper which is edited with exceptional courage and intelligence—tells us there is a “black market in children.” On the plea that “we must win the war,” state and federal regulations have been relaxed and employers have been quick to take advantage of the situation.

Before the war, less than a million chil-

dren between 14 and 17 were employed. Now the number is 2,750,000, and it is estimated that before the year is out the total will reach 5,000,000.

“In many cases,” the Children's Bureau reports, “the children have been unable to earn enough to pay their board, lodging and other expenses.”

—*The Union Leader, Chicago.*



# Senator Murray Fights for Labor

BY SENATOR JAMES E. MURRAY

The following article by Montana's great liberal senator—James E. Murray—was written exclusively for The International Teamster. It recounts his efforts to avert mass unemployment and improve the economic conditions of average Americans. The Teamsters' Union indorses this splendid American statesman and his thoroughly American program.

LABOR is going to have to fight for its very life in the reconversion and postwar periods. Labor's fight will be the fight to win the peace for which this war is being fought. It has already begun and it is not of labor's making.

Fortunately, we have men in Congress and a man in the White House who are not going to be fooled or panicked into starting the peace with a war on labor, as was done after World War I with the damnably misnamed American Plan. This time, I firmly believe, labor is not going to be beaten to its knees. You are, I hope and intend, going to keep what you have gained and go on to more security, more opportunity for every man, woman and child in America. It is not going to be easy. As President Truman has said, the long task of winning a just and lasting peace among nations and within our own borders has just begun.

There's an old saying, as good in peace as in war, that the best defense is attack. Instead of merely defending ourselves against union-busters and labor-haters, against lower wages, longer hours and fewer jobs, against a soft tax policy for the greedy and a hard tax policy for the needy, against being put through the wringer of deflation, I propose a positive, aggressive attack upon the greatest problem—and opportunity—of this cen-

tury, *the conquest and unconditional surrender of chronic mass unemployment.*

I call upon every loyal member of the Teamsters' Union and I appeal to every working man and woman in America to support and promote a campaign for full postwar employment and for the speedy enactment of the Full Employment Bill of 1945 (S. 380 and H. R. 2202) on which Senate Banking and Currency Committee hearings are to begin this month (July). In addition, of course, we must continue support and active work for early enactment of President Truman's recommendation for transition unemployment compensation benefits of \$25 for 26 weeks, the big housing bill shortly to be introduced by Senators Wagner and Ellender, and the Wagner-Murray-Dingell bill, extending social security to cover all the major hazards of life. All these and many other measures have their place and function. They are properly part of American



Senator Murray

labor's demand that the full employment we have achieved in war shall be continued in peace, with full production and full consumption on a stable, year in and year out basis.

But early enactment of the Full Employment Bill is the \$64 question. Only with labor's all-out support and mobilization of the mind and conscience of the American



people can we supply the \$64 answer in time to prevent a repetition of the crazy boom-and-bust cycle of the twenties. This time we are not even sure of the boom, but we can be certain about the bust.

We know that unless America produces *and consumes* after the war 50 per cent more than before the war we shall fall into an economic nosedive or tailspin that will leave us with up to 20 million unemployed. And that, my union friends, means disaster for all of us, individually and collectively. It could mean the end of our democracy. It need not happen. You of organized labor, the strongest organized progressive force in our democracy, must not let it happen. The Full Employment Bill must become law and begin to operate before VJ Day. Even then, we will be very late with very little. We must remain vigilant, to see that it is administered as it is intended:

"All Americans, able to work and seeking work, have the right to useful, remunerative, regular and full-time employment."

The Full Employment Bill, in and of itself, will not automatically insure full employment. But it is a beginning. It sets up the policy, the method and the machinery. It provides for labor participation in the making of policy, the preparation of the yearly full Production and Employment Budget by the President and for action thereon by the Congress, in complete harmony with the Constitution of our democracy. I urge every member and officer of this union to familiarize himself with the provisions of the bill, with what it will and will *not* do, so that we may be equipped to demolish the arguments that are already being pumped into the eyes and ears of the American people by paid propagandists for enemies of the bill and of the idea of full employment. Make no mistake about it, this may be the legislative battle of the century. We must be prepared.

Before the war, because we knew we could always produce "too much," meaning more than we had money to buy back, we never produced enough. The final challenge —

and promise—of the Industrial Revolution, the easy production of enough for all the men, women and children in the country, had us literally scared to death. All of us were scared all the time. Business men held down production and formed monopolies and cartels to keep up prices and make sure of profits.

In self-defense, to survive in this economy of scarcity, farmers and labor had to do the same. So did the doctors and the dentists and the lawyers. The result was that millions of our people lived in poverty, fear, ill-health, so poor that they were not even good customers for the rest.

And all of us, even Wall Street millionaires, spent our lives worrying that tomorrow we would lose our jobs and homes and become objects of private or public charity before we died.

In the fierce struggle for more and more of less and less (markets or jobs) we saw wages cut, hours stretched and production speeded up. We saw machinery displacing men and then, when men were cheap enough, men displacing machinery at paupers' wages. In 1933, we saw veterans of World War I selling apples and 16 million unemployed. We saw heroes of that war driven with gas and bayonets from their nation's capital by a government that could think of nothing better to do. We saw this country go to the very edge of collapse and revolution.

In the next eight years, under the leadership of a man who said "we have nothing to fear but fear itself," we began to lick this problem of how to make "too much" mean enough for everybody. We won the right to economic democracy. We won social security. We put a floor under wages and a ceiling over hours. We outlawed child labor. We started a great program of public works. We started the successful experiment of TVA which may one day become the pilot operation for the nation. And, when the national defense program started with the fall of France, the number of unemployed had been cut almost in half. We were half



way to meeting the final challenge of the Industrial Revolution — how to produce, distribute and consume the abundance that the brain of man had, for the first time in all history, made possible.

As the war ends, we are not just back where we were in 1940. The crisis is bigger, more urgent than that. Industrial efficiency has increased. Our labor force has increased. Eight to ten million veterans are coming back looking for jobs, entitled to them by every human and moral right there is.

The Full Employment Bill is a policy, a

method and a machine for keeping our production, distribution and consumption in harmony and balance at full employment levels. If we of labor are wise, we will see that Congress enacts it quickly, and that both the President and the Congress thereafter throw in the clutch and keep the accelerator down to the floorboards.

Men and women of labor, to your posts! The home front campaign for the final winning of the peace, here in our own dear America, is about to begin. We must have victory and we must have it soon.

## Sailors Aboard LST Read International Teamster

How former Teamsters in the United States Navy pass copies of THE INTERNATIONAL TEAMSTER from one to another, even in the battle zone, was related by Motor Machinists' Mate 3/c John H. McDonald aboard an LST in the Pacific.

"Received my copy of THE TEAMSTER today and would like to take this opportunity to thank you for it," McDonald wrote. "There are quite a few former truckers on this ship with me and THE TEAMSTER usually goes through quite a few hands with the boys and myself looking for news from back home.

"I was employed by the Pennsylvania Truck Lines and was a member of Local No. 249 in Pittsburgh before coming into the service.

"I also expect to hold the same position when this is all over.

"I would also like to inform you that my address has changed. This will help get THE TEAMSTER to me a little faster."

McDonald is correct about getting his TEAMSTER faster. In fact, unless the address is up to date at International headquarters, he may not get it at all.

McDonald wrote direct to President Daniel J. Tobin in Indianapolis, thereby saving time in having his address changed. In case any of McDonald's old buddies want to know where he is, his address is:

John H. McDonald, Mo. MM3/c  
USS LST 857,  
Fleet Post Office,  
San Francisco, Calif.

## Watch Surplus War Supplies, U. S. Asks

To avoid the virtual theft of millions of dollars' worth of surplus government property, an appeal has been issued to members of the Teamsters' Union to report any information they obtain relative to the improper disposition of surplus war goods.

After the last war corporations were able to make off with much valuable material left over when peace came. They were able to do this because nobody paid much attention to what became of the excess war

supplies. If the government gets a fair price for the surplus property, it will reduce the costs of the war.

And that should interest you because you are paying for the war, along with every other citizen.

If you hear of any funny business in the disposal of any government property, you are requested to notify Robert T. Amis, Director, Compliance Division, Surplus Property Board, Washington 25, D. C.



# *Papers Confused in Chicago Strike*

## Teamsters Given No Credit for Opposing Walkout

BY DANIEL J. TOBIN

IT WAS strange to pick up the papers during the awful mixup or rump strike in Chicago and find all through the columns of the several papers that there were very few words of praise for the International Brotherhood of Teamsters.

They mixed us up, in all their writings, with the Chicago Teamsters' organization, which is, we are informed, some kind of an incorporated institution.

They never mentioned the fact that everything humanly possible was done by the International union and its representatives and by the joint council of Chicago and our local unions, to keep the wheels rolling, which they did successfully, although there were some stoppages of work brought about by persuasion, threats, fear, and lack of protection. Strange, is it not, that there is never any mention made of the good things labor does?

If the International Brotherhood of Teamsters and its officers, national and local, had played the same game as the others did who were outside the International, what an awful situation there would have been in Chicago.

We had the power, if we desired to abuse that power, to order the stoppage of work of over 60,000 truck drivers in Greater Chicago. That would have been a cruel and unjust procedure. This we did not do; not even did we contemplate or allow ourselves to think of such action.

Why should we tie up the newspapers of Chicago, or the milk business, or the bakery business, or the laundry trucks, because we had some dispute with the War Labor Board?

On the contrary, we advised our people in Chicago to respect legal procedure and to abide by the decision of the War Labor

Board and to remain on their trucks. Of course the army could run the trucks, but what confusion there would be if every driver in Chicago, innumerable men not mentioned here, stopped work for even one week. The entire city of Chicago would suffer and innocent people might lose their lives. What a headache for local government. What a mess for the federal government, leaving hatreds after it ended.

Was there one article written, outside of a few short notes in the *Chicago Sun*, that commended the International Brotherhood of Teamsters for the manner and the courage and the strategy displayed in this last unfortunate tie-up brought about by an organization outside the International Union?

The leaders in unions may not have complete power, but honest leadership—which we have always endeavored to maintain in Chicago in our unions—has considerable influence.

The record of the International proves that we have cleaned out, during the past 37 or 38 years, quite a number of wrongdoers; and today we can say in all honesty that we have in the city of Chicago, in all our 25 locals, one of the best conducted, best managed, greatest organizations of labor in this country.

Why do the newspapers emphasize every little matter that takes place which they can paint with words of insinuation or weakness on the part of a union? Those very newspapers that do this know that for years within their industry there hasn't been a strike of the Teamsters.

They should remember the strike taking place some 30 years ago in the newspaper industry in Chicago, in a dispute between the pressmen and the Hearst newspapers, when all other newspapers in Chicago be-



came involved and tied up for weeks. They should remember that the newspaper drivers were then an independent union, outside the International Brotherhood.

They should remember that Victor Lawson, the owner of the *Daily News*, said that he blamed the drivers for the destruction of the *Daily News*; that he had seen his paper burned in front of his eyes, looking out through the window of his own office.

They should remember that the International Brotherhood held several conferences with the newspaper publishers in Chicago, in which Victor Lawson, now deceased, acted as chairman, and Andy Lawrence, of the Hearst papers, was extremely prominent and also Tom Carey, labor manager for the papers.

They should remember that an agreement was entered into with the newspaper publishers of Chicago and in all those 30 years since there has not been a stoppage of work as far as the drivers were concerned; that

the agreement has been maintained and carried out to the letter, even though sometimes grievances arise. They should remember also that when a dispute arose not long ago in a certain branch of the trade in Chicago, that the Teamsters remained loyal to their contract and their members continued at work.

But instead of giving the labor movement and the Teamsters' union credit for the good things, they keep on pounding, insinuating, looking with a magnifying glass for something nasty and unfair and unjust to say about the Teamsters' Union.

Well, perhaps if we were running the papers we, too, would pursue that same course, because, after all, the newspaper business is not run on sentiment; it is run for the purpose of making money; and the big money comes from the advertisers, and it does not do to displease your patrons even though you have to unjustly nail your friends to the cross.

## Industrialist Praises Cleveland Labor Leaders

Two Teamster leaders in Cleveland were signally honored by an unusual source recently. They are Edward F. Murphy, president of Joint Council No. 41, and John H. Rohrich, vice-president.

Murphy and Rohrich were named by Robert A. Weaver, president of the Ferro Enamel Co., as "exemplifying the best type of labor leadership in the country."

The two Teamsters were on a list of seven officials from all branches of organized labor in the Cleveland area, named by Weaver as having contributed greatly to the war and to stable industrial relations in Cleveland.

Two other industrialists, Charles J. Stillwell, president of Warner & Swasey Co.,

and Albert S. Rodgers, president of the White Sewing Machine Co., echoed Weaver's tribute to Cleveland labor leaders.

Weaver said his relations with labor, always friendly, had become still more so since his firm signed a closed-shop contract, according to the *Cleveland Press*, which featured the praise of the union leaders and carried pictures of all seven men.

An article written by Ray De Crane, labor editor of the *Cleveland Press*, said:

"The unprecedented tributes were made in recognition of the city's peaceful labor-management relations at a time when the rest of the nation's industrial centers seem embroiled in bitter strife."

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A nation can look forward to a steadily rising standard of living only as long as its total output of food, clothing, housing and services is also growing. It is with this fact in mind that reference is made to the principle of cooperation between labor unions and employers. Only by cooperation between these two groups can the nation of consumers enjoy a better way of living.

—*Journeyman Plumbers' and Steam Fitters' Journal.*



## *Labor Scores Tennessee Governor*

### **Teamsters Concur in Damning Legislative Report**

**G**OV. JIM NANCE McCORD of Tennessee has proved himself unworthy of any future political or moral support, according to a report signed by all branches of organized labor in Tennessee, following the last session of the state legislature.

T. O. Denham, state legislative representative of the Teamsters' Union, was one of the authors of the report which covered the activities of the legislature.

It reviewed measures in which labor was concerned and showed what happened to

them. It carries the votes of the legislators on these measures.

Inasmuch as the governor controlled the legislature, he is charged with responsibility for the hostile acts of the legislature.

The labor lobby was successful in defeating enactment of the Texas anti-strike law in Tennessee and also the proposed federal constitutional amendment limiting income, gift and inheritance taxes to 25 per cent.

Excerpts from the labor indictment of the Tennessee administration follow:

The following statements will naturally deal with the attitude and actions of the governor and his administration as they pertain to labor, and do not constitute an attempt to appraise the executive office from any other points of view.

At the outset it should be recalled that Governor McCord made few promises or pledges when he was campaigning against no opposition for the Democratic gubernatorial nomination. We believe it is proper to mention the fact, however, that his state platform was considerably less liberal and progressive than the platform of his Republican opponent, John W. Kilgo, but on the whole it is safe to say that the overwhelming majority of Tennessee's working population supported McCord, because the majority of the workers, organized and unorganized, are members of the Democratic party.

Before Governor McCord took office, outgoing Governor Prentice Cooper called attention to the fact that Tennessee has now become an industrial state, but an examination of the administration's program and a glance at the legislation passed by the 74th General Assembly indicates rather conclusively that Cooper's observation fell on deaf ears.

Despite the fact that Tennessee's actively-at-work industrial population has increased from about 325,000 in 1940 to more than 500,000 in 1944, the record of this legislature proves our representatives and senators still consider the Volunteer State as predominantly agricultural. It is well known that our antiquated laws were designed to fit agricultural conditions, but all our efforts to point this out and all our plans that adequate legislation be passed to fill the needs of our growing industrial economy were of no avail.

Other states have successfully coped with the problem of providing for the needs of those who earn their livelihood in an agricultural as well as an industrial economy, and as changes became necessary have kept pace with the expansion of industrial and urban life. Unless immediate steps are taken by the legislative and executive branches of our state government to meet the ever-mounting problems of our growing industries, the do-nothing attitude of the legislature will inevitably retard Tennessee's march to industrial manhood.

Governor McCord's inaugural address was uninspiring, but his first message to the legislature sounded encouraging.

Moreover, Governor McCord strength-



ened our belief in the need for action rather than words. He said his would be a policy of non-interference with the work of the legislature, that he would not invade the judicial or legislative fields. The use of the power and influence of the governor's office, however, was brought to bear with as much force and determination as was ever wielded by Governor Cooper. And the result was that the legislature walked the chalk line privately marked out by the governor and his staff.

Governor McCord dictated the election of the speakers of both the House and Senate. Practical political trading was cleverly indulged in with respect to the elections of the House and Senate clerks. All committee appointments, particularly the chairmen, had to carry the governor's approval before they were made. This was particularly true with respect to the membership of the labor committees.

Labor's preference as to the chairmen of the House and Senate labor committees was ignored, and our objections are justified by the fact that the House labor committee met only once during the session, at the call of the secretary, and the Senate labor committee never held a meeting. Even worse was the deliberate habit of the speakers of referring labor bills to committees other than labor committees, and the record shows that the few labor bills first referred to labor committees were consistently re-referred to such hostile committees as the judiciary, railroad, banking, and insurance, etc., as soon as the "mistake" became known.

If we should make judgment of the governor on the basis of what he said during personal interviews, we should undoubtedly be compelled to laud our present chief executive. But if our appraisal is tempered by our knowledge of what attitudes were manifested by his inner-circle administration colleagues, and our personal observations of the actions of other key administration men in the General Assembly and his cabinet, we must conclude that Governor Jim

Nance McCord is not interested in the social welfare and is inherently opposed to the betterment of the labor standards of the people of Tennessee, or he is guided and his actions are determined by the advice of those close to him who insist on maintaining the status quo and keeping labor under the control of the selfish corporate and political interests of the state.

This attitude characterized practically every visible move of the administration. Instead of strengthening an already admittedly weak department of labor, the administration deliberately forced through the enactment of legislation which made it more impotent.

An examination of Governor McCord's record as a congressman in Washington, and then a comparison of his congressional record with the sorry spectacle revealed by his record in the state capitol, forces us to the opinion that the gentleman sought and now holds the office of governor merely to enjoy the flattery of the title. We suggest that labor is under no conceivable obligation to give Jim Nance McCord any political or moral support in the future.

The 74th Tennessee General Assembly was controlled by the administration. The Senate particularly was dominated by administration forces.

Very few hearings were held on bills. The administration did not want its legislation exposed to publicity and fair consideration. Past performances were repeated, in that highly controversial measures were rushed through in the closing days of the session, and bills favored by labor were held up until the steering committees were appointed.

When steering committees are named, all bills not already acted upon are referred to these committees. Then no bill is considered unless it is reported out and placed on the calendar by the Senate or House steering committee. The steering committees were hand-picked by the administration.

The only labor bill to clear the House steering committee was one to amend the



Workmen's Compensation Act. The Senate steering committee gave labor no consideration. On the other hand, neither of the anti-labor Christian American Association bills survived the steering committees—despite heavy pressure from certain Farm Bureau elements, chambers of commerce, manufacturers, etc., to secure their passage.

We are absolutely convinced that the archaic manner in which the Tennessee General Assembly is conducted tends to continue in power the factions that make for less democracy and more bossism.

We are duty-bound to report one sad characteristic of the legislature when it comes to consideration of any bill which would help the workers and other low income groups.

The opponents of social progress defeated such beneficial legislation by labeling the

bills as "labor bills," "too far reaching," "radical," "dynamite," "Communistic," "too complicated," etc.

This is not to say that labor did not have some real friends in the legislature. We did, both in and outside the administration, but they were mighty few.

Double pay for the governor, travel pay for judges active and retired, fancy hand-outs for scores of sisters, cousins and aunts during the session, a bonus of \$305 to every one of the 132 members of the assembly—the total amounting to thousands upon thousands of dollars of public funds—but not even grudging consideration of a 40¢ floor for the subsistence pay of the wage-earners of the state. Thusly we can sum up the attitude of the legislature toward the State Wage and Hour Bill in the 74th General Assembly.

## No Cigarette Rations—No Cigarettes, Either

The current cigarette shortage is annoying to most of us, but it should drive home an important lesson in this land where war-time rationing has been under attack by the enemies of the administration.

It has shown the inequalities, greed and graft that result in time of great demand and increased purchasing power when a scarce commodity goes unrationed.

Some favored few, who have an inside track to the supply of the wholesaler or corner drug store, always seem to have plenty of smokes. The rest of us go without because of those who stock up and hoard.

In the case of cigarettes, the situation at worst is irksome. But imagine what would happen should the government suddenly decide to lift rationing restrictions on all other commodities.

Some would have much more than they need of meat, canned foods, shoes and gasoline. Others would be forced to do without. Children would go hungry; malnutrition, starvation and suffering would result. The war effort would crumble along with the health and morale of the population.

All this, plus racketeering and crime that would make the prohibition era look tame.

So if rationing seems tough, remember the cigarette shortage and the lesson it points. Utter tragedy and chaos would result if rationing were relaxed in the midst of the war economy.

No one actually "likes" rationing. But it is serving the purpose for which it was intended. And how much real sacrificing have we done, when you get right down to it?

—*The Chicago Union Leader.*

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Well, the war news is certainly good now—and let's hope it gets even better. But we must realize that victory has NOT been fully won, even in Europe, and it's still a long road that leads to Tokio. Now, of all times, is the time for everybody on the home front to brace up and buckle down; to get in there and swing until the bells of victory ring.—*The Elevator Constructor.*



## *Farmers Agree to Union Rules*

### Officials of New York Local Explain Procedure

BY DANIEL J. TOBIN

YOU will read in the minutes of the meeting of the general executive board where the International president called to the meeting, for explanations, the representatives of Local Union No. 202, Commission Drivers and Chauffeurs of New York City, and other representatives of market house drivers' unions, for the purpose of explaining certain statements appearing in some of the newspapers in New York and elsewhere, relative to the hauling in of farm produce by farmers.

I want you to read carefully the questions and answers. I want you to note carefully that the representatives of the Commission House Drivers' Union of New York stated clearly and emphatically that they did not request the farmer hauling his own produce into the market to become a member of the union.

Further, that there was no hesitancy on the part of the members unloading the trucks, to unload the farmer's truck at the point of delivery. Further, that all the understandings and arrangements now obtaining were satisfactory to the commission merchants and to all farmers coming in there, with one or two exceptions.

Those exceptions or protests were made to some reporters because some of those farmers, instead of unloading all their load, were found to be making several deliveries to retail merchants, on the request of the commission or wholesale merchant.

For these stops, or retail deliveries, the farmer received payment far below the amount that would be paid the journeyman truck driver, who has no other way of making a living except working at his trade and driving a truck delivering merchandise.

The farmer is required to show a statement from his regional farm office or bureau

that he is a legitimate farmer raising his own crops or working for a farmer who raises the crops.

The farmer is not permitted to haul back to the several farms in his neighborhood or to the country stores, a load of merchandise for hire; that is, if he does desire to do so he must become a member of the union because he is hauling in competition with regular drivers or the regular truck owner. He may haul anything for his own farm. This provision was agreed to by the union, the employers and some of the representatives of the farmers.

Those who haul live stock into the stock yards in Chicago, many of them coming from farm districts, are all members of the union. They haul cattle, hogs and sheep for so much a head. Their trucks are sterilized and cleaned at the stock yards and then they haul loads back to the farming districts for hire. Those men are engaged exclusively in trucking and hauling, and are members of our union. Most of them were formerly farmers' helpers. They make a substantial living in this way. There is no complaint, and in the matter of improving their conditions and earnings, the union plays an important, helpful part.

If a farmer hauls five or six hogs or two or three head of cattle into the stock yards from his own farm and does not haul back to other farms or stores or contractors for hire, there is no request made of him to join the union. We do not want those men in the union. Our business is for the journeyman driver or the man who is hauling for a living. We must, however, stop chiseling even by farmers.

Do you think the newspapers will publish a statement of this kind? Of course not. Do you think Congressman Hoffman of



Michigan will admit any of those facts? Of course not. Or Flannagan of Virginia? No; they read something that they know in their hearts is a false statement, into the *Congressional Record*. They take two or three lines out of a newspaper and they add to and magnify that statement, willfully.

They are exempt from prosecution for false statements made in Congress. We cannot answer them back in the halls of Congress. They never admit the fact that wages and working conditions for our hundreds of thousands of members have been improved so much that their children can now go to school, have proper medical care, and can be trained to make good citizens, instead of the children that we knew as youngsters, most of them dying before they were men, from malnutrition, and many others falling into the evil paths of life through poverty and discouragement.

One news writer said that a man was held up in a New York market and charged \$36. On investigation it was shown that the man, not having time to come to a meeting hall, signed his application, willingly, and paid three months' dues in advance.

He was given a receipt for his money and he was advised that at the first opportunity he must come to the headquarters of the union, where he could be initiated and get any information he desired relative to his membership.

If he desired, this man could, before the three months period was up, withdraw from the union and he would be given a withdrawal card, and any part of his dues that he had paid would be refunded. For instance, if he paid three months' dues and had only remained a member for one month, two months' dues would be refunded. The money received was entered on the books of the local union, properly accounted for, and some of it was allotted to the mortuary or benefit fund of the local union. The International union received a small portion of it to help pay for the battles we are daily waging for the general membership.

The International union cannot police or investigate every individual who becomes a member of our union. It is difficult for the union to do so. In 99 per cent of the cases of our employment, the employer procures the men, especially since the shortage of labor has obtained. There is no doubt but once in 100,000 members some individual may not be 100 per cent saint. That is true in the newspaper business, the legal fraternity, and even in religious organizations.

We do all and everything we can to protect the trade union movement and especially the International Brotherhood of Teamsters, and to protect decent employers who are not chisellers or cut-throats and who play the game in accordance with their contracts.

We have hundreds of employers with whom we never have a dispute of any kind, but unfortunately there are some that could not be right unless they were re-created and made over again, and even then the crooked strain in their brood or breeding might come to the surface.

A union is held up in the public eye when it amounts to something, when it is doing some good in the community. But above and beyond all, it creates antagonisms amongst the unfair employing interests when it has strength and strategy sufficient to get for its members the conditions in wages and hours which justly belong to that membership. If you did nothing, amounted to nothing for your membership, then they, the press and the employers, would just love you.

We shall continue in the future, as we have in the past, within the law, growing and progressing and building up the International Brotherhood of Teamsters; and in doing so we promise justice and a square deal to all decent, honorable employers; and we promise also to return one hundred fold an amount to the individual member more than that member ever paid into the union.



## *N. Y. Union Answers Press Charges*

### Commission Drivers Do Not Organize Farmers

The following letter from Joseph G. Papa, president of Local No. 202, Commission Drivers of New York City, answers recent charges against the union which have received wide publicity in the daily press.

Mr. Daniel J. Tobin,  
General President, I. B. of T.,  
222 East Michigan Street,  
Indianapolis, Ind.

Dear Sir and Brother:

I was extremely and pleasantly gratified to have had the opportunity of presenting to our International executive board the views of Local No. 202 respecting our organization drive to unionize out-of-town professional truckmen competing with our local members in the Greater New York area.

The anti-labor press now seems to have run out of its blank ammunition or it seems at last to have realized that the efforts to protect our members were both legal and highly proper.

You have asked me to report on the practice of this local with respect to attempted unionization of agricultural labor, including farmers and their employees engaged in transporting their own farm products to New York City for distribution.

Let me repeat that at no time since I became president of this local in May, 1940 has there been any attempt on our part to unionize bona fide farmers and their agricultural employees, even though a substantial part of their work consisted in the transportation of their farm commodities.

As early as October 23, 1940, a conference was held at the local headquarters at which were present Mr. W. G. Been, county agricultural agent of the State of New York and manager of the Suffolk County Farm Bureau; Mr. R. F. Frick of the department of agriculture; Mr. Carl W. Kimball of the City Department of Markets; Mr. H. H. Campbell, county agricultural agent of Nassau county and also member of the United States Department of Agriculture; Mr. Webster J. Birdsall, director of the New York State Bureau of Markets; and Mr. Mather of the State Department of Agriculture.

I quote from a release approved by all the participants in the conference, as follows:

"Many details were discussed and the concrete conclusions were that some means of identification be placed on each truck showing clearly that the driver, owner thereof, was either the farmer himself or an employee of that farmer. The entire group of officials of Local No. 202 went on record to the effect that it would take no steps toward the organizing of the employees of such farmers who are seeking admission into Local No. 202 under the provisions of the National Labor Relations Act.

"The gentlemen representing the farmers were in full accord with the views expressed by Mr. Papa, and extended their sincere thanks for the cooperation and solicitous attitude shown by the officers of Local No. 202."

Subsequently, Mr. Birdsall issued a bulletin distributed through all the farm areas of the State of New York, part of which reads as follows:



"According to President Papa and his associates of Local No. 202 of the Commission Drivers and Chauffeurs' Union (an affiliate of the American Federation of Labor), farmers or their helpers driving farm trucks carrying produce of their own raising will not be requested to become members of the union, nor need they employ porters to unload.

"In order that delegates of the union may conform to this declaration in their operations, it is necessary that all farmers or their helpers carry on their person some instrument in writing identifying them as such. A letter or statement, addressed 'To Whom It May Concern' setting forth the name of the farmer, each helper who may drive this truck, location of a farm (township and county), license number of each truck operated by him in drawing produce to New York, issued and signed by a county Farm Bureau agent or a local official, such as a town clerk, and also carrying the signature of the bearer thereby identified, is requested by and acceptable to the union.

\* \* \* \* \*

"Produce trucks arriving at New York City are generally besieged by individuals offering their services as porters. Many pose as union porters in good standing when such is not the case. Every union member carries on his person an official due card in the form of a small booklet and commonly known as 'union book.' This is his identification.

"It carries the name of the member, the number of the local union, a record of his due payments and other pertinent information. In order to make sure that one is dealing with a union member or official he should ask to see his union book. Papa explains that union members in good standing will be glad to oblige.

"Under the present situation it is important that farmers and others, as herein referred to, carry the means of identification as outlined.

"This information is furnished to you in the hopes that it may be helpful to you in your efforts to smooth the road to market for many New York State farmers looking to you for guidance."

As a matter of record there were three cases of farmers' helpers who requested membership in the local and upon discovery of the inadvertent receipt of their applications I returned their initiation fee in December, 1940, receiving from Mr. Been a letter reading in part as follows:

"Dear Mr. Papa: Thank you for sending me three \$10 checks so promptly drawn to the order of Messrs. Kozyn, Bunce and Hart, as a refund of their union initiation fee. Your promptness and fairness in making this refund of dues is deeply appreciated.

\* \* \* \* \*

"The cooperation that you are giving Long Island farmers is most excellent and is an illustration of how labor and farmers can work together for the mutual advantage of both."

In fairness to all concerned and to make certain that farmers not engaged in commercial trucking were in no wise to be interfered with by any member or official of this local there was adopted a card signed by the County Agricultural Agent of the particular county from which the farmer originated, a copy of which reads as follows:

"This is to certify that \_\_\_\_\_ (name) \_\_\_\_\_ of  
\_\_\_\_\_ (address) \_\_\_\_\_, New York, is a Farmer and  
a member of the \_\_\_\_\_ County Farm Bureau  
and is not engaged in commercial trucking.  
Truck license \_\_\_\_\_, 194\_\_\_\_.  
Signed \_\_\_\_\_  
\_\_\_\_\_. (County Agricultural Agent)  
Address \_\_\_\_\_  
*This certificate expires with Truck Registration.*



The production of this card assures us that the holder is a bona fide farmer not engaged in public trucking.

May I summarize our views with respect to the unionization of farm labor by quoting from the record of the hearings before Sub-Committee No. 3 of the Committee of the Judiciary (the Hobbs Bill, 1942) as follows:

"In other words, we say to them, as we say to you now, 'If you are a legitimate farmer, if you have farm workers, you can come into Washington Market and nobody will bother you. And you can work as many hours as you want to work. You have carte blanche power.' And that goes to all the farmers throughout the United States."

Our position has remained consistently the same and can be supported by city, state and federal officials with knowledge of the farm situation and the problems surrounding the transportation of perishables.

It appears, however, that the effort on the part of Teamster locals to exempt farmers and agricultural labor from membership has resulted in efforts on the part of anti-labor organizations to exempt all professional teamsters carrying perishable fruits and vegetables. Once they achieve success in this field it is a short step to exempting other commodities as well.

In the *New York Packer* of June 23, 1945 there appears an article headed "Virginians Ask Fight on Union." In that article the president of the Virginia State Horticultural Society urges the fruit growers and farmers to meet squarely the alleged attempt of the Teamsters' Union to hamstring and bottle up agriculture. The growers' society opposes union membership of all drivers of fruit, vegetable and produce trucks but they do admit that the grower and "his son" are now exempted.

It appears further that their goal is to get legislation enacted insuring "unobstructed transportation and distribution of perishable food, especially through abolition of secondary boycott or refusal to handle." The article quotes Mr. Carroll R. Miller, secretary-treasurer of the Appalachian Apple Service, Inc., as saying:

"Once any produce reaches the public road, the Teamsters' Union considers that product within their province and control."

Mr. Miller also declares that the Teamsters are out to unionize the South and quotes Dave Beck, vice-president of the International Teamsters' Union, as follows:

"If the eastern states (Teamsters) would form an organization similar to the western, we could all cooperate in a unified move to organize the South. We then would be in a position to shut off the South completely from boat, rail and truck merchandise with the rest of the country. We can't organize the South in the South, but it will be a different story if the South can't move its crops, or import supplies."

It is quite apparent that our efforts to exempt farmers trucking their own produce leads these anti-labor organizations to press their efforts towards total destruction of the Teamster movements certainly at the present time insofar as food products are concerned and eventually so far as other products are involved.

I appreciate the many demands made upon your time as president of so large an International as the Teamsters, but if there is further information that you require I shall be happy to furnish it upon request by you.

Fraternally yours,

JOSEPH G. PAPA, President,  
Local No. 202, Commission Drivers, New York City.



# *High Tariffs Mean Low Wages*

## Protected Industries Don't Protect Their Workers

*From the Colorado Teamster*

SENATE approval was given recently to continue the reciprocal trade agreements for another three years with authority for the President to lower existing tariffs as much as 50 per cent below January 1, 1945 levels. Called by President Truman "the first order of importance for the success of my administration," the agreements bring to the fore the 170-year-old controversy over tariff.

One of the commonest arguments used in favor of high tariffs is that they protect the American standard of living. They guard American labor from the products of poorly paid foreign workers. This argument has won many followers, but it is as false as store teeth, though for years it has successfully put the bite on American consumers.

What are some of our protected industries? Cotton goods, silk and rayon, pottery, carpets, sugar. The nation has always "protected" its sugar producers. How about the sugar industry's workers?

Cotton wages—how about them? In 1939, the average annual wage in Mississippi (a cotton-producing state) was \$386. How much of a menace is "cheap foreign labor" in competition with a wage scale like that?

Tariff-protected textile workers, aided by union organization and backed by the federal minimum wage law (not enforced in some parts of the South) with time and one-half for overtime, get as much as \$28.60 a week. Who dares point to that as an adequate American standard of living?

And so it goes on down the line. Many of our "protected" industries are sick industries, kept alive in feeble health only by the bars against imports. Unless the workers in these industries are strongly organized their wages are feeble, too.

Oddly enough, only a small percentage of American workers are employed in the "protected" industries. It is estimated by the Office of Economic Affairs that not more than two million industrial workers are engaged in making products that compete directly with imports from abroad. A much larger group produces goods for export. Yet the professional tariff-monger speaks as if all American workers were being helped by tariffs—instead of having to pay for them.

For years the American public has paid through the nose for steel—a "protected" industry. Yet it was not until the workers were organized that they were able to earn enough money at the mills to free themselves from the bondage of company stores, unbearable working and living conditions and the similar evils that swarm in the train of industrial slavery.

During this time the producers grew fat on the profits they gathered behind their tariff walls. They warn their workers about "cheap foreign labor," but they never point out that under some circumstances cheap labor is very expensive. They fail to admit that American skill and machines make American products cheap because of the lowered cost of production per unit.

What counts most in determining production costs and therefore the need for tariff protection is not the wage rate, but the cost of each pair of shoes, each automobile, or each bale of cotton. Labor may be cheap in China or India, but the costs of production are high because of lack of skill, lack of machinery, inferior methods of organization, or poor transportation. The dollar-a-day worker in China who turns out 100 nails a day costs his employer ten times as much as a \$10-a-day American workman whose skill and machinery turn out 10,000 nails.



With the hope of peace not too far away, now is the time for the American nation to make up its mind. Either the world must move forward into cooperation or retreat behind the walls of economic isolation. Now is the time to study the old arguments and analyze them.

The nation must not be afraid to make changes that are to America's interest. If we are to enjoy the full benefits of mass production and the advantages of specialization, the nation must increase its trading, or swapping, between the United States and other nations of the world.

## Punish Big Business War Criminals in Germany

In ferreting out war criminals, it is highly important that we do not overlook the Junkers, big business and the bankers. Some of these three groups played an active part in the affairs of the Nazi party. These three groups, more so than any other group, had a vital interest in bringing into existence German Fascism as a club over the head of labor.

The Nazi chiefs and their henchmen who are directly responsible for war crimes must receive adequate punishment, but their backers in the world of finance and industry

must not be overlooked. But this suggestion would perhaps meet with the radical disapproval of a certain section of the daily press in this country who prior to the war were lauding the Nazi chiefs into the skies and who feel somehow that their interests are linked with those of big business in Germany.

These are the same papers that exploit every opportunity for putting organized labor in this country in a false light. They represent American Fascism.

—*The Catering Industry Employee.*

## South Wins Long Fight Against Railroads

A recent ruling by the Interstate Commerce Commission that all freight rates in the United States shall be the same brings a grand and glorious victory to the South and the West after a long battle of many years.

Georgia's Governor, Ellis Arnall, whose brilliant leadership was a mainstay in the last few years of battle against the discriminatory freight rate system, stated, "This is a victory for America."

In the South and the West in the past

these high freight rates discouraged northern and eastern industries from establishing in these parts.

Now we in the old high tariff areas have a chance to compete with the other markets of the country which have held this monopoly.

Labor salutes this all-important ruling by the commission. The community as a whole, managements and the workers will benefit economically as new industries come south.

—*Southern Teamster.*

## Sen. Taft Responsible for OPA Weaknesses

If OPA hasn't been 100 per cent effective, it's because of Senator Taft and other representatives of big business in congress, who refused it enough power and money to make it function that way. Take the central Ohio OPA district, for example. There are only two meat inspectors for 400 slaughterers;

and nine food inspectors for 4,927 stores in 34 counties!

How can rationing be anything near 100 per cent effective with a meager staff like that? Yet that's all congress would allow for enforcement in this area.

—*The Ohio Teamster.*



## *Labor Leaders Must Have Courage* **Officials Should Impartially Enforce Rules**

BY DANIEL J. TOBIN

**Y**OU KNOW it is very easy to play a middle-of-the-road game in the labor movement. I have no use for the "softie" business agent or officer of labor who agrees with everyone and never disagrees with anyone.

All the gang pat him on the back and say what a fine fellow he is.

A man of that kind is useless. You must be aggressive and have the courage to enforce the laws and rules of the local and the International, or else you are a failure.

Some of our elected officers think that their main job is to keep getting elected to office; others haven't the stuff in them to make real officials.

I don't mean the kind of man who goes out and bulldozes people, or threatens them. There are very few of that old type left.

I mean the man is the most valuable to his union who enforces the laws and rules of the local union or the joint council, whether it is agreeable to the other individuals or not.

To be an official of a corporation or of a labor union, you must have the courage to disagree.

Not only are you sent out to administer the ordinary laws and rules, but your duty is to settle disputes right on the spot very often, from your understanding of the laws and rules, and to settle those disputes even if they are against your own members. In other words, a man must be an executive to be any kind of successful official. I despise an officer who passes the mess to someone else.

In the International headquarters we have millions of dollars to invest and to protect. We must have a knowledge of banking and finance.

We spend hundreds of thousands of dollars in printing. We must have an under-

standing of printing, the cost of paper and labor, and then we must watch our contracts so that they are carried out and we are not cheated by inferior grades or by other tricks within every kind of business.

Our duties are not alone to be just running the organization from the standpoint of top official, but our duties embrace our position within the public mind, our position politically when necessary, our understanding of legislation so that we can properly make up our mind as to whether we should advocate or oppose certain legislation, our position in dealing with the many public problems that confront labor organizations, and our thorough knowledge of human individuals in every walk and capacity in American life.

Also we must know the employers and their past history and their attempts at trickiness and dishonesty; or, on the other hand, their past history as to fairness and decency.

It is also necessary to know the officers of our unions and their history, their connections, their methods of living, publicly and privately; for instance, if they are race-track hounds, or if they are leading a double life.

Such individuals cannot make good representatives of unions no matter how much brains they are supposed to have.

There has been a revolution within labor insofar as its representatives are concerned, within the last 25 or 30 years. The days of handing out a few dollars to a business agent are like a dream.

Our business agents and International officers are well paid and they need nothing from the employer but that he live up to his agreements.

Oh yes, I know there are one or two in



ten million that sometimes, unfortunately, make mistakes, but I repeat, that there are fewer men that make financial mistakes or are guilty of wrongdoing within the labor movement, than in any other vocation in our American life, including the several churches.

**Compared to the legal profession and the medical profession, the representatives of the trade union movement are angels.**

This means that we have advanced by selecting a better class of men, with brains and courage and experience and decency, to represent us. The old lazy, glad-hand fellow who used to hang around the bar, if you put him on exhibition today, would be considered as a monstrosity.

If there are any of that kind of fellows left within our unions, I don't know them.

I know they are not on the International payroll, and if there were any, I would remove them immediately. And I am not preaching total abstinence.

But I repeat, a man or woman representing a union must be exceptionally careful of his conduct, because they are not individuals; they represent a group of workers.

I want to repeat that your brain cannot function as it should the next day if you are out all night carousing and having the so-called good time.

I don't mean that men must be perfect; there is no such condition in life. But I do mean this: that to represent labor, men must be intelligent, decent, trustworthy and beyond suspicion not only in their public but in their private life.

Don't ever make the mistake of thinking that the glad-hand, easy-going fellow whom everybody pats on the back because he never disagrees with anyone—don't make the mistake of thinking that he can stay in office by those methods.

Men are sworn in as officers and obligated to carry out the laws, rules and decisions of our locals and our International. To do this you must tell your members as well as your employers that they are wrong when they are wrong, whether they like it or not.

The price of success is the creation of enemies, a few enemies, who would not be your enemies unless they were wrong. And the reward of courageous representation is the continued faith and confidence of the people you represent.

## Two Badly Wounded Teamsters Get Jobs Back

Two badly-wounded Philadelphia Teamsters have been restored to their jobs with the A. M. Uhrick Trucking Company, according to a letter sent President Tobin by William J. Carr, a member of Local No. 470 of Philadelphia.

Carr believes that employers like the Uhrick company should receive recognition. Both wounded veterans are members of Local No. 470 with which Uhrick has a contract. They worked for him before the war and they are working for him again.

"As I am a member of Local No. 470 and enjoy reading the monthly magazine, especially the service columns, I would like to let you know of a trucking firm with a 470 contract which has several employees in the

armed services," Carr wrote President Tobin last month.

"Two of these men have just returned and were quite worried about obtaining their jobs back.

"One of them, Thomas McGovern, lost his left arm in the Belgian bulge fight but upon his return he was assured of his job by the Uhrick company and is back working steady for the company.

The other, Ernest Lentz, had his right leg and knee all shot up in Italy and is back working. If more truck operators and employers think as Mr. Uhrick does of the men who went away, the men in service would feel a lot more contented and have less fear of coming home."



## *Tennessee Teamster Likes His Job* Knows Cargoes He Carries Are Helping Win War

BY S. F. WOOD

Trustee, Local No. 549, Kingsport, Tenn.

*From The Mason and Dixon News*

**B**Y RIGHTS I should not be writing at this time. I'm so damnably blue that whatever I put down may not sound worth a damn. I've been rather belatedly reading Kate Smith's "Salute to the Truck Driver" and it got me to thinking, and sometimes that isn't so good.

Yes, Miss Smith, we do try to help out when we find people in trouble on the road. In over 20 years of driving I've seen quite a few grisly, pathetic scenes on the road. Children, especially, can look as pitiful lying torn and ripped by a wreck as they can when they are the innocent victims of war's lust. But, old or young, they suffer, and if you are human you instinctively want to help.

But the day I saw the Dixie-Ohio Express driver sitting upright in his cab (in the ditch) a steering wheel post imbedded in his chest, dead, with a seat full of toys for his three-year-old son scattered all around, something happened to me that stuck. I had talked to that driver at the all-night stand where we ate.

He had bought toys all over his route, for that was to be the first Christmas his boy would really understand. He was planning big on that day and as I looked at him, calm in death, it seemed as if down inside I was crying my heart out. I have two children of my own and if I could have picked that little fellow up and told him what a swell Dad he had, maybe it would have helped.

As I sit here I can look out on the lot and see all those trucks parked waiting for those who ride them. I wonder if people ever think to look behind the scenes when they meet these trucks. They couldn't possibly know of my company's desperate bat-

tle to keep that old trap on the road because in the course of a year's time it can haul so many hundred thousand pounds of freight that their sons may be depending upon for survival on the other side of the world.

They couldn't possibly realize how the scarcity of vital parts has made it so much harder for us to look out for their mistakes on the road so that they won't have to pay the price for their foolish driving, and minimize our chance of getting back to our families.

Are we mechanical monsters to them, just like our trucks? I don't believe many people give it as much thought as you, Miss Smith, or we wouldn't receive the treatment we so often do on the road. We aren't all perfect by any means but to someone, somewhere, most of us are right guys. They might look at me in my work clothes and the old battle wagons I drive and think sour thoughts.

If you should meet me on the road I know what you would see. I'm not kidding myself for I've known "me" for 40 years. Medium height, pot bellied, "specs," thin hair, scars all over my face, a game foot, big ears—I know exactly how I look. That's what you would see.

But you wouldn't know of the tall, black-eyed, black-haired "Irisher" who smilingly waves as I blow by the house, and wakes me when my truck is ready, who follows me to the door and whose last words are always "whatever you do, be careful."

You couldn't know that after 15 years being married to her, the mere thought of her when I'm on the road seems to make everything all right. You couldn't possibly know of the pride and damn near downright



worship that drums through my heart for one who has proven herself to be one of God's best.

Maybe you would be surprised to see my son. God knows the pride I have when I say "My Son." Thirteen years old, tall, slim, black hair and eyes. I think he's a knockout. (So do the neighbors, the way they cut up with him.)

Full of mischief, a Scout, Assistant Den Leader for the Cub Scouts, tolerating books and schools as a necessary evil, crazy over his Mom, calling me "Sir," has a garden out of which he can disappear like a ghost, always praying for the day he can pin my shoulders down. He leads a full and delightful life.

I have another "girl friend," too, Miss Smith. She's 10 years old. Her report cards look like the teachers never heard of any letter but "A." She's a Girl Scout, badges all over the sleeve of her blouse, ranks first with her music teacher in her progress, stole the show in her tap-dancing class with fewer lessons than the others, worships her Collie pup, "Boots," won't let anyone hear her prayers at night but her Dad when he is in. Wears her chestnut hair long because Dad likes the lights that play in it.

Comes running like a scared rabbit to meet him as he comes home, crying her heart out when the boys won't let her play football with them, sailing into them fist and skull regardless of their size, looking "down her nose" when brother gets punished, and quietly stealing out to the garage to comfort and sympathize with him as he sits on the chopping block and glooms. Her days are full to running over.

Maybe, after all this, you wonder why I'm blue. Well, just run your eye back over this and then stop to realize that two-thirds of my time is spent on the road. Do you see what I'm missing? See the price I pay for

my job. "Okay," you say, "why don't you quit and get something else?" The answer is that there are several reasons.

Frankly, I can give them a better living at this than any other job I can get and be at home all the time. Then, too, at my age jobs aren't so plentiful as they are for younger fellows. I can't risk my seniority on the job and what it guarantees those I love for something easier for myself.

And regardless of what my truck and I look like, I know I'm getting in some damn good licks in this scrap we're in. Whether it's parachutes, sulfa drugs, tank treads, canvas duck or any of the thousands of items the boys need, perhaps I had a hand in its final function.

That tank may have blasted those pill-boxes on treads I hauled to Chattanooga for final grinding and machining. Those isolated fellows may have received their supplies by parachutes I helped speed on their way.

Some fellow may come home to a family like mine because I helped speed the sulfa drug to him that helped fight his wounds. I won't know for sure on any individual case, but I do know that this stuff isn't being hauled to the middle of the ocean and dumped overboard, so they will eventually use it somewhere, where it is needed. It sorta helps to know that perhaps a guy like me is able to lend a hand to a guy named Joe, right at the time he needs it.

These are the things my job add up to. These are the reasons you will meet me on the road. And these are the reasons why, when I get home and black eyes smile at me over the heads of a boy and girl who are doing their best to tear me apart, everything then is just okay. Mine is a hard price to pay but then I wouldn't trade places with anyone in the company, and they know it. And, somehow, I'm not so blue as when I started this article.

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We should not wait for the reconversion period with its many production problems before we modify our stabilization policies and increase wage rates. That adjustment should be made now so that labor costs may be included in reconversion plans and prices.—*The Journal of Labor, Atlanta, Ga.*



## *Expelled Boston Men Reinstated*

Minutes of Meeting of the General Executive Board Held in the  
Headquarters of the International Union, Indianapolis,  
Indiana, June 18-22, 1945

THE MEETING of the general executive board opened at 2 p. m., June 18, 1945, in the Headquarters of the International Union, Indianapolis, Indiana. President Tobin explained that the meeting was held in Indianapolis because of having so much business before the board and because it was necessary to have the records and the services of the stenographers of the International Union available; also because of the difficulty in obtaining transportation to some points in the country.

The question of the truck drivers' strike in Chicago was reported and all matters and procedures leading up to the strike were explained by the general president, who dealt extensively with his efforts and the efforts of our representatives in Washington to obtain better conditions for the members of the Truck Drivers' Union.

He stated that an increase in wages of \$4.08 per week was obtained and there was hope of bettering those conditions still more as time went on.

He advised the board that he had not made any definite promises to the members of Local No. 705 but that he strongly advised the members of our union in Chicago, in circulars and directives, to continue work in accordance with our laws and in accordance with our pledge to the government.

He said that at no time did our membership in Local No. 705 vote to go on strike, and at no time was there a general stoppage of work by our members; and that on every occasion our members were advised of the foolishness of a stoppage of work and the injury it would do to the members, not only in loss of wages, but as time went on it would stand as a black mark against every man participating in said strike during the war.

He reported further that no better work could be done by any set of labor union officers in any part of the world than was done by the officers and members of our joint council in Chicago, with the advice and assistance of General Organizer Henry G. Burger.

We are pleased to report that at this writing, while the entire membership of the dual or independent union of truck drivers of Chicago suspended work on two occasions, the greater part of our membership remained at work continuously.

And we have received many favorable expressions from government officials and from business institutions in Chicago because of the efforts put forth by the International Union in maintaining law and order, and for the helpfulness of the International Union in bringing about a resumption of work.

The general president reported that it was his opinion that were it not for the independent union existing in Chicago there would have been no stoppage of work.

Many of those truck drivers in the independent union had some influence on our members, which was difficult to overcome for a period of three or four days; and then when our membership began to understand the situation, they immediately began to return to work and in many instances regretted their stoppage of work, because those men are good union men and first-class citizens of our country.

Our members now fully understand, of course, that the result could be nothing but a return to work, because trade unionists must understand, even if they believe they have grievances, that legal procedure must prevail and that at no time should they defy their union laws, which they have made, nor



should they imagine that they can defeat our government.

The German monsters, with the greatest army the world ever produced, could not defeat the United States. Then it is simply the highest kind of foolishness for working men in the United States to believe they can defy or defeat our government in its war effort.

The next business coming before the board was the trial of several members of Local Union No. 25, who had participated in an unlawful or rump strike in Boston and vicinity some months ago. Charges were preferred against the leaders of the strike. They were given a trial in accordance with our laws, by their local union. Most of them appealed to the joint council. The joint council took action, in some cases modifying the penalties. The local union then appealed to the International executive board.

The first case coming before the board was that of Albert E. Celata. In this case the local union found him guilty and the penalty imposed was expulsion. The joint council, on appeal, heard the case and found Celata guilty but modified the penalty to three months' suspension and a fine of \$150. The local union appealed to the general executive board.

The general executive board denied the appeal of Local No. 25 from the decision of the joint council, and sustained the decision and penalty imposed by the joint council, with the following additional penalty: That Albert E. Celata be prohibited from attending any meetings of Local No. 25 for a period of two years from June 20, 1945, which shall constitute a probationary period. If during that period Albert E. Celata violates any of the laws, rules or decisions of the local or International union, or does anything contrary to trade union principles, the general executive board reserves the right to reopen the case for further consideration and disciplinary action.

The next case was that of Maurice D'Am-brosio, whom the local union found guilty and expelled from membership. The joint

council, on appeal, heard the case and found him not guilty. The local union appealed to the general executive board. The general executive board denied the appeal of Local No. 25 and sustained the findings and decision of the joint council.

In the case of Leroy A. Lemier, the local union found him guilty and expelled him from membership. The joint council modified the penalty to three months' suspension and a fine of \$150. The local union appealed to the general executive board. The general executive board denied the appeal of Local Union No. 25 and sustained the decision and penalty imposed by the joint council, with the following additional penalty: That Leroy A. Lemier be prohibited from attending any meetings of Local No. 25 for a period of two years from June 20, 1945, which shall constitute a probationary period. If during that period he violates any of the laws, rules or decisions of the local or International Union, or does anything contrary to trade union principles, the board reserves the right to reopen the case for further consideration and disciplinary action.

The next case was that of James Punch, whom the local union found guilty and expelled from membership. The joint council modified the penalty to three months' suspension and a fine of \$150. The general executive board, hearing the case on the appeal of the local union, sustained the decision and penalty imposed by the joint council with the following additional penalty: That for two years from June 20, 1945, James Punch shall be prohibited from attending any meetings of Local No. 25. This shall constitute a probationary period. If during that period he violates any of the laws, rules or decisions of the local or International union, or does anything contrary to trade union principles, the board reserves the right to reopen the case for further consideration and disciplinary action.

In the case of Daniel F. McCarthy, the local union found him guilty and the penalty was expulsion. The joint council modified the penalty to two months' suspension.



The local union appealed to the general executive board. The evidence showed that Daniel F. McCarthy is not now in good standing in the local union.

The board denied the appeal of Local No. 25 and sustained the decision and the penalty imposed by the joint council, with the following additional penalty: That upon re-establishing himself in good standing by the payment in full of all dues, arrearages and assessments, if any, in accordance with the laws of the local union and the International union, he shall be admitted to membership; but he shall be prohibited from attending any meetings of the local union for two years from the date of the payment of said dues, arrearages and assessments; and if, during this probationary period, he violates any of the laws, rules or decisions of the local or International union, charges shall be preferred against him in accordance with the International constitution; or if he engages in conduct or activities contrary to trade union principles, the general executive board reserves the right to reopen the case for further consideration and action.

In the case of Ernest Saetti, he was found guilty by the local union and expelled from membership. The joint council modified the penalty to three months' suspension and a fine of \$100. The general executive board denied the appeal of Local No. 25 and sustained the decision and penalty imposed by the joint council, with the following additional penalty: That for two years from June 20, 1945, Ernest Saetti shall be prohibited from attending any meetings of Local No. 25, and shall be prohibited from acting as a steward or in any other way or manner as a representative of Local No. 25; and the general executive board retains jurisdiction in this case until the end of the two-year probationary period, for the purpose of considering further disciplinary action if Ernest Saetti, during that period, violates the laws of the local or International Union, or does anything contrary to the welfare and best interests of the organization.

Our legislative representative in Washington, D. C. appeared before the general executive board and explained many serious legislative matters and proposed bills which, if enacted, might seriously influence or retard the progress of our International Union and endanger the sound standing of our membership.

The board requested our representative to take these matters up with our attorney, Judge Padway, and draft a suitable letter of protest against the attempted legislation, and to send a copy of the protest by mail to each congressman and senator.

**The protest is to contain our reasons for opposition to those bills, especially H. R. 1362, which is backed by the railroad brotherhoods and which would place under the control of the Railroad Retirement Act and the Railway Wage Board, trucking companies which in any way may be controlled, now or hereafter, by railroad companies. This procedure would be dangerous to our people.**

This legislation has been favored by the railroad brotherhoods because those brotherhoods believe it would in many ways extend their power, to the injury of the International Brotherhood of Teamsters. We endeavored to reach an understanding with the railroad brotherhoods when this bill was before the house, but we failed.

We shall use all our power and influence—and we have some—to defeat this legislation when it comes before the United States Senate. We may ask our local unions and our entire membership, if necessary, to write to their senators opposing this legislation.

President Tobin reported that General Organizer John F. English, who for many years has been auditing the books of local unions for the International Union, is improving. Brother English suffered the loss of his leg as a result of illness, but he is slowly and surely improving, according to all reports.



President Tobin reported that the International union is in first-class financial condition; that we have purchased \$300,000 worth of government bonds recently. This makes our total holdings of United States Government bonds \$10,100,000. We have also purchased \$90,000 worth of Canadian bonds.

It was called to the attention of the general executive board by communications from the parties involved that a jurisdictional dispute exists between two local unions of bakery drivers in Greater New York, Local No. 802, Bakery and Pastry Drivers and Helpers, and Local No. 550, Bakery Drivers.

A unanimous decision was reached by the general executive board on this question, with instructions that the general president forward the decision to the parties involved, and also instruct General Organizer Cashal to call the representatives of both local unions together and advise them of the decision of the board, and that they are required to observe said decision.

The board listened to a committee from the American Trucking Association, consisting of Mr. Ted Rodgers of Washington, D. C., president of the association, Mr. Landis O'Brien of Cleveland and Mr. George Estes of Seattle, truck operators. They stated the serious consequences, in some instances involving legal proceedings, obtaining as a result of interpretations of the federal wage and hour law, all of which have had a tendency to set aside established contracts existing now between employers and our local unions.

The general executive board, after fully discussing the action, decided to further consider the matter. Likewise, in view of the facts presented, the general executive board authorized its executive officials to do everything in their power to protect conditions established by contract through collective bargaining over many years and to further protect the right to establish work-

ing conditions through the processes of negotiations.

The Label Trades Council of Canada sent in a request for assistance in advertising the label in Canada. The matter was referred to General Secretary-Treasurer Gillespie, who is a member of the executive council of the Label Trades Department. He was advised to take the matter up with the department at its next meeting and bring back any information which may be helpful to the executive officers on this subject.

A request was made for reconsideration of the case of Charles T. McKeown, a former member of Local Union No. 208, Los Angeles, Calif., who is now an officer in the United States Navy. The general president was instructed to advise Mr. McKeown to contact our General Organizer Mohn of Los Angeles or General Organizer Dave Beck of Seattle, who is in Los Angeles frequently, and to discuss his problem with them, since the grievance of which he complained was under the jurisdiction of Local Union No. 208.

On a request from some men who signed their names with pencil and who claim to be members of Local Union No. 208, the general executive board took no action except to refer the matter to General Organizer Beck, instructing him to endeavor to contact these men as soon as he can conveniently do so on his return to Los Angeles, and to find out whether they are actually members of our organization and if so, on what grounds they are making what the board believes to be an unnecessary request.

Local Union No. 554, Omaha, Nebraska, made a request for financial aid in organizing. It was decided by the general executive board that the matter should be referred for investigation, report and recommendation to the general organizer in the district, and the executive officers in headquarters were empowered to use their own judgment when this report is received.

Certain conditions in Local Union No.



808, Railway Express Drivers of New York City, which is under the trusteeship of Vice-President Cashal, appointed by the International Union, were called to the attention of the board by the general president. The trouble there is that there is considerable disagreement amongst the members relative to the present officers of the local union.

It was decided by the general executive board that the trustee, Brother Cashal, be instructed, when he deems it advisable and in the best interests of the members, to hold an election of officers in the local union; that whenever he believes best, perhaps within 60 days after his return to New York, he shall notify the members and officers of Local No. 808 of the date, time and place where the election shall be held; that the election shall be held by secret ballot and shall be supervised by the trustee; that nominations shall be held at a meeting prior to the election, and the time between nominations and election of officers shall not be longer than two weeks; that a committee shall be appointed to take charge and help the trustee to supervise the election; that the usual rules shall prevail relative to the counting of ballots and watchers; that all members in good standing in accordance with the local by-laws, shall be permitted to vote, and that the constitution of the International union shall be adhered to in all matters pertaining to the election.

Our general counsel, Judge Padway, being absent from the meeting, his representative, Attorney I. E. Goldberg, explained in detail many of the decisions of the courts recently dealing with labor unions. He also went into the cases of some lawsuits now pending against the International union and explained the status of those lawsuits and gave other valuable and necessary information to the members of the general executive board.

President Tobin reported on some political appointments that were under consideration by the President of the United States, and gave the board whatever information he had relative to those appointments and

the history of the individuals, explaining in detail the actions of the National Labor Relations Board, especially the muddle in which the National Labor Relations Board and the War Labor Board got themselves and the government in the St. Paul brewery case, which was eventually settled and agreed to and the jurisdiction of the International Brotherhood of Teamsters observed and maintained.

I want to state here that considerable help was received in this case from the Governor of the State of Minnesota, Hon. Edward J. Thye; and after the agreement had been reached, the National Labor Relations Board reversed themselves and agreed that the Teamsters and helpers and those coming under our jurisdiction should be regarded and recognized as a separate voting unit in any question of wages, hours or working conditions involving our members in this industry.

The board, however, only applied this ruling reversing themselves to the St. Paul and Minneapolis breweries. The next time a case of similar nature comes before that board they may decide otherwise.

The next case heard was that of E. Edward Kaminsky, former president and business agent of Local Union No. 559, Hartford Conn. Charges were preferred against him and he was found guilty. The joint council also found him guilty and he was removed from the office of business agent.

He appealed from the decision of the joint council to the general executive board, although the decision had been put into effect and he had gone to work at our craft.

The general executive board reversed the decision of the joint council and sustained the appeal of Brother Kaminsky, ordered the local union to place him back at work as a local business agent, and to reimburse him the difference between the salary that he obtained as business agent and the amount he had earned since he was removed as business agent.

A letter was read from General Counsel Joseph A. Padway in answer to an inquiry



made by the general president, dealing with certain sections of the Smith-Connally Act. The letter contained a good deal of information and explained the dangers of this law and the possibility of greater confusion in the enforcement of many sections of the law.

Considerable discussion was held on this subject and Vice-President Beck brought out the fact that many lawyers representing our local unions were in direct conflict with reference to this and other laws, and that we have found some local labor attorneys who do not specialize in labor law, who are at variance with the expressions and opinions of the attorneys for International labor unions in Washington.

It was, therefore, ordered that the general president notify our general counsel, Judge Padway, to call a conference of labor lawyers at some centrally located city, similar to the conference held some years ago in the headquarters of the International union in Indianapolis; that those lawyers representing our local unions should either come at the expense of the local union or at their own expense.

It is not compulsory that they attend, but the general executive board believes it would be helpful to them and to the membership, and that misunderstandings and conflict of opinion might be cleared up for many of those lawyers through information and discussion and explanation from Judge Padway.

It was again emphasized that it would be very helpful to our local unions to have their attorneys understand the legal dangers now prevailing because of new legislation resulting from the war and because of adverse legislation adopted and prevailing and further attempted in many of the states of our country—all of which legislation is aimed to weaken the trade union movement. Judge Padway will notify the proper representatives when it is decided most convenient to hold the conference.

The next case was that of a jurisdictional dispute between Local Union No. 325, Gen-

eral Chauffeurs, Helpers and Sales Drivers of Rockford, Illinois, and Local Union No. 754, Dairy Employees of Chicago, Illinois, over the right to organize the workers in milk condensaries in Illinois and Wisconsin.

This matter came before the general executive board on an appeal by Local Union No. 325 from the decision of the joint council in Chicago, which awarded the jurisdiction to Local No. 754. The representatives of both sides were allowed to present their case and their arguments and their reasons for their position. The discussion lasted over two hours.

The general executive board then went into executive session and decided unanimously to deny the appeal of Local No. 325, thereby sustaining the decision of the joint council of Chicago.

On the request and invitation of the general executive board, Brother Joseph Papa and Frank Smith, representing Local Union No. 202, Commission Drivers and Chauffeurs of New York City, appeared before the board to answer the publicity that local union has been receiving from some columnists and others of the press of the nation, who have been making charges and statements against the actions of the representatives of Local No. 202, mostly dealing with the fact that they were holding up farmers who were hauling loads of produce into the New York produce markets.

After hearing explanations by these two representatives for two hours, the board was satisfied that the charges made by the newspapers were entirely unfounded and without merit. The representatives were asked the following questions:

*President Tobin:* You say you do not request or require any farmer who brings his own load into the market—that is, produce from his farm—you do not require him to become a member of your union? And you say further that the county agent in his district issues him an identification card guaranteeing the fact that he is a farmer that raises produce?

*Joseph Papa:* That's right.



*President Tobin:* You recognize that card and permit this man to deliver his load without any objection or obstruction or the requirement of the payment of any fee?

*Joseph Papa:* Yes.

*President Tobin:* If this same farmer hauls a load for hire from any part of the city of New York after delivering his load of produce—that is, merchandise or materials—you hold that the man is a competitor in trade and then you require him to take out membership in your union?

*Joseph Papa:* Yes. And this understanding was agreed to by the county agents, who represent the farmers, and the representatives of the union.

*President Tobin:* When you find an individual with a load of produce from the farm at the market, who is not a farmer or a member of the union and who hauls for hire, you permit him to unload by his agreeing to become a member of the union and by the payment of a certain fee, which is the regular initiation fee and dues of the organization?

*Joseph Papa:* Yes, we make such a requirement. And this also is in accordance with the contract now obtaining between Local No. 202 and our employers.

*President Tobin:* Do you ever refuse to allow a member of our union from any other local to deliver his load of farm produce in any of the New York markets?

*Joseph Papa:* We certainly do not. Any member in good standing of any local union of the International union—his membership is recognized in the markets in New York where our members are employed.

After several other points of information were brought out, the general executive board excused the representatives and decided that Local No. 202 was absolutely within its rights in proceeding as it was doing in endeavoring to organize the unorganized coming into the markets of New York, those who are working and hauling for hire.

In the case of Local Union No. 138, also

of New York City, the general president stated that he had received a letter of protest from a member of the local, Jack Weinberg, who has been holding membership in that union for three or four months. The charges made to the general president were against the secretary-treasurer of the union, Philip Wachtel, and were based on the grounds that under the constitution Philip Wachtel was not entitled to membership.

Brother Wachtel and Abe Price, president of the local, appeared and answered all questions put to them. A letter was presented from one of the leading attorneys of New York, commending Wachtel for the splendid work he has been doing in the local union. It was clearly brought out, on the point raised by this individual named Jack Weinberg, that under our constitution the general executive board is given discretionary powers.

The board decided that in their judgment it would be inadvisable and injurious to the membership of Local No. 138 and to our movement in New York to comply with the request of Jack Weinberg. After hearing the history of Local No. 138 as explained by a prominent business man of New York—what it was and what it is now—and after listening to explanations by the above named officers, the board commended Philip Wachtel for the splendid work he was doing and denied the request of Jack Weinberg.

An appeal by Frank Cancilla, member of Local Union No. 211 of Pittsburgh, Pa., was considered by the board. The appeal was from a decision of the local union regarding his seniority rights. The matter was taken to the joint council of Pittsburgh and the council refused to hear the appeal and referred it back to the local union. The appeal then came to the general executive board. The board, after hearing all the evidence at its disposal and after talking with General Organizer Murphy on the situation, denied the appeal.

The owner-operators employed by the *Sun Telegraph* of Pittsburgh, Pa., and mem-



bers of Local Union No. 211 of that city sent in a request that they be allowed the privilege of a journeyman driver and have the right to hold office, vote on wage scales, etc. A conference was held here in the office a few weeks ago, at which time a committee consisting of representatives of both groups, journeymen drivers and owner-operators, were instructed to submit briefs to the general executive board.

After a full hearing by the board, and going over the briefs, it was decided that

the request involves a change in the International constitution, and neither the officers nor the general executive board have the right nor the power to amend the constitution; therefore the general executive board could not act on such a request.

With the completion of all business, the meeting of the board adjourned at 5 p. m., Friday, June 22, 1945.

Respectfully submitted,

(S) DANIEL J. TOBIN,  
General President.

## Philadelphia, New York Locals Tie in War Bond Race

Local No. 463 of Philadelphia now stands tied with Local No. 807 of New York City for the war bond championship of the International Brotherhood of Teamsters.

Both locals are holding \$300,000 worth of bonds each.

Secretary-Treasurer Joseph Wirs of Local No. 463 declared that he had not been aware of a contest for the war bond championship until he read in the June issue that the New York local was the champion with \$300,000.

At that time Local No. 463 had already purchased another \$20,000 worth, placing its holdings at \$300,000 also, but had not notified the International, Wirs said.

"So if there is an international race, you

may count Local No. 807 tied with Local No. 463 but not ahead.

"Regardless of the outcome, you may rest assured that Local No. 463 will continue to purchase bonds to the best of its ability, and may the best local win. If another local wins, our hats will be off and congratulations accorded.

"I have the sincere wish that every local purchases war bonds to the limit of its ability. We believe they are the best investment money can buy and by doing so we know in our hearts that we are trying to back up our 1,700 members of the armed forces the way they are backing us up on the battlefields of the world."

## Keep Military Addresses Up to Date

The post office department has advised us that second-class matter will not be forwarded to men in the army who have changed their APO numbers.

This means that thousands of Teamsters being transferred from the European to the Pacific theatres of war will not receive their magazines unless General Secretary-Treasurer John M. Gillespie receives their new addresses.

In addition, the post office department asks that all military addresses include the army serial number of the man receiving the magazine.

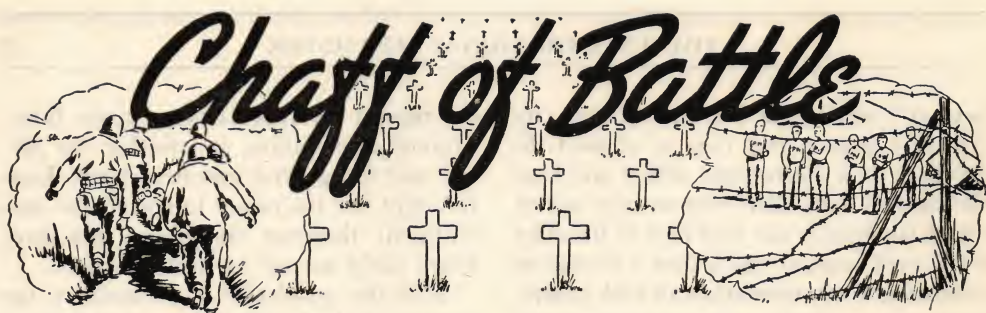
The address must also include his organi-

zational numbers as well as his APO number, if he is overseas. Here is a sample:

Pvt. John Doe, 39578360,  
Company A, 1296th Combat Engr. Bn.,  
APO 14561, c/o Postmaster,  
San Francisco, Calif.

Secretaries sending in addresses of their members in service should make sure that they are complete, as well as correct. Otherwise the men never receive their magazine. Men in service should see that either their local secretary or Mr. Gillespie are notified promptly of any change in their military address.





**T**HE deaths of 34 more Teamsters are recorded this month, most of them being belated battle statistics from Germany. Although the Germans have stopped killing Teamsters, the Japs are still at it and increasing casualties from the Pacific are expected as American forces are redeployed for the final assault.

Eleven commissioned officers figure in the battle news this month, five lieutenants and a colonel losing their lives, two lieutenants being wounded and three being decorated for bravery.

All these 11 Teamsters won their commissions by their courage and their able leadership.

Local No. 207 of Kansas City, Mo. reported the heaviest casualties this month with six deaths. Local No. 251 of Providence, R. I. reported five. Local No. 863 of Newark, N. J. reported four and Locals No. 646 of Boston, No. 226 of San Francisco and No. 41 of Kansas City reported three each.

Following are the individual heroes whose blood and bravery changed the course of human history and reflect glory on their local unions and the International Brotherhood of Teamsters.

### **Killed in Action**

PFC. RICHARD E. BEACH, Local No. 207, Kansas City, Mo. In Belgium.

PVT. EUGENE BEAUCHENE, JR., Local No. 251, Providence, R. I. Killed by the Germans at St. Lo, France. He was with the Fourth Infantry Division.

PVT. ROBERT CALDERBAND, Local No. 646, Boston, Mass. Killed by the Germans in Luxemburg. He was in a tank battalion attached to First Army headquarters.

PVT. EARLE G. DIONNE, Local No. 251, Providence, R. I. A member of the 36th Infantry Division, Dionne was killed by the Germans.

WILLIAM JOHN DYE, Local No. 41, Kansas City, Mo. No details.

LIEUT. HERBERT FIELD, Local No. 207, Kansas City, Mo. No details.

GEORGE J. FRAZIER, Local No. 41, Kansas City, Mo. No details.

PVT. CECIL M. HASSELL, Local No. 251, Providence, R. I. He was killed by the Germans while serving with the 104th Infantry Division.

PFC. CHARLES HEALY, JR., Local No. 251, Providence, R. I. In Germany.

LIEUT. ROBERT KATON, Local No. 226, San Francisco, Calif. No details.

PVT. WALTER KAWALSKY, Local No. 863, Newark, N. J. In France.

PVT. OWEN McCARTHY, Local No. 646, Boston, Mass. He was a member of the 26th Regiment, Fifth Marine Division and was killed by the Japs on Iwo Jima.

PVT. ROBERT THORNTON McDONALD, Local No. 459, Jersey City, N. J. In Germany.

SGT. CHARLES H. MANN, Local No. 215, Evansville, Ind. A member of the 97th Div. of the 7th Army, Mann was killed in Germany.



PVT. GEORGE MATTHEWS, Local No. 118, Rochester, N. Y. On Luzon.  
S/SGT. MADS S. MATTSSEN, Local No. 711, Chicago, Ill. Originally reported missing, Mattsen is found to have been killed in action on September 8, 1944. His grave was discovered at St. James France.  
SGT. THOMAS MITCHELL, Local No. 863, Newark, N. J. In Italy.  
PFC. FRED MEYERS, Local No. 207, Kansas City, Mo. In France.  
PVT. G. MORENO, Local No. 226, San Francisco, Calif. No details.  
PVT. JOSEPH PETURSKI, Local No. 863, Newark, N. J. In France.  
PFC. FRANCIS J. REYNOLDS, Local No. 26, Danville, Ill. On Okinawa.  
JOSEPH A. SCHIFFHAUER, Local No. 485, Pittsburgh, Pa. No details.  
CPL. AUGUST SILVESTRO, Local No. 251, Providence, R. I. In Italy.  
LIEUT. HOWARD STERN, Local No. 226, San Francisco, Calif. Awarded Silver Star posthumously for heroism that caused his death.  
PVT. WALTER SYCALAK, Local No. 863, Newark, N. J. In France.  
ROY TEGTMEYER, Local No. 41, Kansas City, Mo. No details.  
LIEUT. FRANK B. TOFTNESS, Local No. 544, Minneapolis, Minn. The pilot of a Flying Fortress, Toftness was shot down over Germany.  
LIEUT. WILLIAM WATTERSON, Local No. 207, Kansas City, Mo. In Germany with the 9th Armored Division.  
PFC. GOLDEN H. WOODY, Local No. 207, Kansas City, Mo. On Mediterranean.

### **Died in Service**

PVT. THOMAS R. DENSON, Local No. 25, Boston, Mass. Killed in a training camp accident.  
COL. FREDERICK J. ELLIOTT, Local No. 646, Boston, Mass. After flying more than 25 missions over the Himalaya mountains into China, Elliott was stricken with malaria and died in India.  
SGT. GRANVILLE GIBSON, Local No. 207, Kansas City, Mo. Killed in army airplane crash in Texas.  
PVT. DAYTON HOFFARTH, Local No. 845, Albert Lea, Minn. Hoffarth was in the original Battle of Bataan and was reported missing in action. He is now found to have been captured by the Japs and to have died on June 12, 1942 from the savage treatment given Jap captives.  
CPL. JAMES T. WHITE, Local No. 118, Rochester, N. Y. White died of wounds inflicted by the Japs on Okinawa.

### **Missing in Action**

EARL BRIXIUS, Local No. 845, Albert Lea, Minn. He was a sailor aboard the *USS. Dexler*, sunk by the Japs off Okinawa.  
PFC. LUTHER C. FARNER, Local No. 430, York, Pa. In the Pacific.  
CPL. WILLIAM MAHATHEY, Local No. 118, Rochester, N. Y. In Germany.

### **Wounded in Action**

T/CPL. WILLIAM H. ALLEN, Local No. 438, Kankakee, Ill. Wounded in Germany after having previously participated in Battle of Belgium and St. Lo.  
PVT. GORDON DI BATISTO, Local No. 118, Rochester, N. Y. In Germany. Received Presidential Citation.



SGT. C. M. CARLOS, Local No. 226, San Francisco, Calif. No details.  
 PFC. MATTHEW DUTHIEWICZ, Local No. 478, Newark, N. J. No details.  
 PVT. MICHAEL FLORIS, Local No. 118, Rochester, N. Y. In France.  
 PVT. NORMAN HERR, Local No. 118, Rochester, N. Y. Wounded by shrapnel in France, now recovered and discharged from service.  
 PVT. PAUL ORSI, Local No. 226, San Francisco, Calif. No details.  
 PVT. WILLARD R. PEPPIN, Local No. 438, Kankakee, Ill. No details.  
 LIEUT. EARL RAINS, Local No. 226, San Francisco, Calif. No details.  
 VINCENT LA ROCK, Local No. 469, Perth Amboy, N. J. No details.  
 FRANK SABO, Local No. 469, Perth Amboy, N. J. No details.  
 1ST LIEUT. LOUIS STERNBERG, Local No. 478, Newark, N. J. No details.  
 PVT. MICHAEL WHITE, Local No. 118, Rochester, N. Y. In Germany.

### **Cited for Bravery in Action**

LIEUT. JOHN J. MCSWEENEY, Local No. 226, San Francisco, Calif. Commissioned on field for gallantry under fire.  
 LIEUT. A. I. O'BRIEN, JR., Local No. 226, San Francisco, Calif. Given his commission on field for bravery in action.  
 S/SGT. RONALD SCHIED, Local No. 753, Chicago, Ill. Awarded the Distinguished Flying Cross after completing 30 missions on a B-24 bomber. He also holds the Air Medal with three Oak Leaf Clusters, two battle stars and two unit citations.  
 LIEUT. LAWRENCE M. STRICKLAND, Local No. 541, Kansas City, Mo. Awarded Air Medal for meritorious achievement in aerial action. He was recently given his commission with the 31st Fighter Group of the 15th Air Force.

### **Freed from German Prisons**

JOHN CARROLL, Local No. 41, Kansas City, Mo.  
 J. S. SMITH, Local No. 41, Kansas City, Mo.  
 WAYNE THRASHER, Local No. 41, Kansas City, Mo.  
 PVT. EUGENE L. YOUNG, Local No. 251, Providence, R. I. Previously reported missing, Young was found in a German prison camp.

## **Philadelphia Local No. 463 Has Blood Donor Champion**

President John B. Backhus of Local No. 463 reports that the union sends a regular letter to its 1,509 members in service and offers \$5 prizes for the 20 best letters received in reply to each of the union letters.

The local also sends a carton of cigarettes to each member in the service every three months.

The members of Local No. 463 have do-

nated 6,000 pints of blood to the Red Cross.

David Lapp is the champion blood donor of the union, and possibly of the entire International. He has donated his 20th pint and is on his way to membership in the Three-Gallon Club.

If anyone has donated more blood than Lapp, he is keeping it a secret. Until his union reports it, Lapp is the champion.

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If we have learned the greatest lesson Roosevelt taught, we will face our future, as working people, filled with faith. If we have learned that all we ever need fear is fear, itself, there can be no limit to our progress.—*The Bridgemen's Magazine.*



## Railroads Fear Trust Laws

**T**HE Pennsylvania railroad doesn't want to be prosecuted for violating the anti-trust laws. Of course the logical way to avoid being prosecuted for violating the anti-trust laws is not to violate them.

That does not seem to have occurred to the Pennsylvania Railroad. Instead it wants to have Congress pass a law which would exempt the Pennsylvania Railroad from what it naively calls "interference" from the anti-trust division of the Department of Justice.

If this law was passed, the Department of Justice could not prosecute the Pennsylvania Railroad or any other railroad for robbing western or southern shippers, for conspiring to wreck the trucking industry, for influencing legislatures and governors to restrict competing transcontinental traffic or for any other such action against the public interest it might commit.

In fact, the government alleges in a suit recently filed against 47 western railroads and some international bankers that a conspiracy exists to maintain "collusive and illegal freight rates," to restrict technological improvements, to increase motor and water rates, and that the railroads have conspired with oil pipeline companies to fix arbitrary rates.

Rather than go to trial and defend themselves from these charges, the railroads want a law enacted which would prevent the department of justice from prosecuting them.

That is something new in criminal procedure. If it becomes the custom, any criminal could laugh at the cops who arrested him and write a letter to his congressman to change the law he had violated.

That is what the Pennsylvania Railroad wants to do. It has sent out thousands of circulars with a letter from its president urging all stockholders and employees of the railroad to bring pressure on Congress to pass the Bulwinkle Bill (H. R. 2536).

Probably all other railroads are doing the same thing. This means that every person who is financially interested in the railroads is being petitioned to write his congressman.

The only way to nullify this propaganda is for every local union to communicate with its congressman demanding the defeat of the Bulwinkle bill, which is officially known as H. R. 2536.

This is a brazen piece of class legislation to help huge corporations accused of crimes against the public. This arrogant action is what might be expected from an industry whose motto for many years was "the public be damned."



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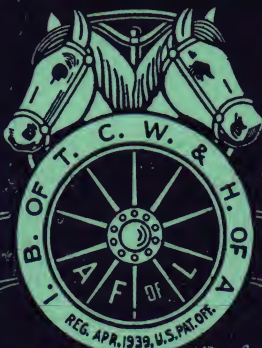
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222 EAST MICHIGAN STREET

INDIANAPOLIS 4, INDIANA

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